



DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, April 24, 2018

1. Roll Call

Chair Peskin called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Cohen, Fewer, Peskin, Ronen, Safai, Stefani and Tang (7)

Absent at Roll Call: Commissioners Kim (entered during Item 2), Yee (entered during item 2), Sheehy (entered during item 3) and Breed (entered during item 12) (4)

2. Chair's Report – INFORMATION

Chair Peskin reported that schools and families throughout San Francisco celebrated Bike and Roll to School Week and noted that thousands of youth and adults at 100 schools rode in “bike trains,” rolled with parents and teachers. He said that on April 17 Director Chang joined Supervisor Ronen’s office, the San Francisco Municipal Transportation Agency (SFMTA) and Bike Coalition to celebrate with students from Buena Vista Horace Mann as they biked and rolled to school. He said Bike and Roll to School Week was sponsored by the San Francisco Safe Routes to School Partnership and was organized by the San Francisco Bicycle Coalition. He stated that the Transportation Authority was a proud sponsor of Safe Routes to School.

Chair Peskin announced that next month would be Bike to Work Day and that the Transportation Authority was pleased to again help sponsor the San Francisco Bicycle Coalition’s Bike to Work Day on May 10. He said each year thousands of people biked to work to support biking in San Francisco and in addition, participants signed up to volunteer or join commuter convoys to bike to work with their neighbors.

Chair Peskin stated that those events contrasted with difficulties the city had had with e-scooters on city streets in the past several weeks. He called for the 3-major e-scooter companies to work with the city in March and said they had chosen to flout the local process and operated in San Francisco ahead of obtaining permits. He appreciated the efforts of Public Works and the City Attorney’s Office to help manage the devices when left inappropriately in the public right of way and continued to be very concerned about people operating the e-scooters on the sidewalk, which was not legal and had led to injuries for pedestrians. He said Transportation Authority staff was closely tracking a new bill that had been introduced in the legislature, that looked to enable e-scooters to operate on public sidewalks and said the Board would oppose any provision that hindered their ability to regulate that activity in the city.

Chair Peskin asked Transportation Authority staff to arrange a briefing in May with the Planning Department on their newly renamed Railyard Alternatives and Benefits Study (RAB). He said the study, which for the past three years had been analyzing alternative alignments for the Caltrain

Downtown Extension and the possibility of reducing or fully removing the Caltrain yard at 4th and King Streets, was now in its final stages, with a recommendation for the Pennsylvania alignment for the downtown extension. He said the alignment would pass below 16th Street, preserving at-grade east-west access into Mission Bay which was a must-have for the city. He said he looked forward to hearing about the analysis and the Board moving decisively forward in confirming the alignment and advancing the design of the project in the coming months.

There was no public comment.

3. Executive Director's Report – INFORMATION

Tilly Chang, Executive Director, presented the Executive Director's Report.

There was no public comment.

Consent Agenda

- 4. Approve the Minutes of the April 10, 2018 Meeting – ACTION**
- 5. [Final Approval] Adopt Positions on State Legislation – INFORMATION**
- 6. [Final Approval] Accept the ConnectSF Vision Document – ACTION**
- 7. [Final Approval] Allocate \$17,008,851 in Prop K Funds for Four Requests, with Conditions**
- 8. [Final Approval] Adopt the Route 66 Quintara Connectivity Study [NTIP Planning] Final Report**
- 9. [Final Approval] Authorize the Executive Director to Enter Into an up to \$140 Million Revolving Credit Agreement with State Street Public Lending Corporation and U.S. Bank National Association**
- 10. [Final Approval] Approve the Amendment of the Adopted Fiscal Year 2017/18 budget to decrease revenues by \$6,843,543, increase expenditures by \$34,672,238 and decrease other financing sources by \$59,806,486 for a total net decrease in fund balance of \$101,322,267**
- 11. [Final Approval] Approve the 2019 Prop K Strategic Plan and 5-Year Prioritized Program Update Approach and Designating Lead Agencies for 5YPP Development**

There was no public comment.

Commissioner Tang moved to approve the Consent Agenda, seconded by Commissioner Sheehy.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Cohen, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Stefani, Tang and Yee (10)

Absent: Commissioner Breed (1)

End of Consent Agenda

12. Update on the Valencia Street Bikeway Implementation Plan [NTIP Planning] – INFORMATION

Kimberly Leung, SFMTA Project Manager, presented the item.

Commissioner Sheehy noted the long duration of the project and asked for an update on the timeline.

Ms. Leung said that the SFMTA was working towards hosting a series of community workshops in mid-June 2018, where they would bring back data analysis and outreach. She said in the summer they would host an open house, to summarize what was seen and heard at the workshops, and in fall 2018 would provide the Board near and long-term recommendations through a phase implementation plan.

Commissioner Sheehy asked if the implementation plan would begin in fall 2018 or in 2019.

Ms. Leung said the start of the implementation plan would depend on the recommendations from the Board, funding at the time, and public support. She said the SFMTA was looking at the stretch between Market Street and 15th Street that was called out in the initial scope and that an engineer was working on a feasibility study. She said if approved, a near term project to get protected bike lanes installed would begin. Ms. Leung mentioned that that stretch of Valencia Street was also called out in the Planning Department's public plan for parking protected bike lanes.

Commissioner Sheehy asked if protected bike lanes would be installed less than a year from now.

Ms. Leung said the engineer was working on making a determination as quickly as possible, while staff was working on near-term improvements in the corridor.

Commissioner Sheehy stated that the traffic in the corridor was constant and asked what conversations staff was having with bicyclists who used the bike lanes.

Ms. Leung said there was a lot of public support from bicyclists for parking protected bike lanes or other separations between the cars and the bikes. She said they had heard a wide range of comments from two-way cycle tracks to parking protected bike lanes and that the SFMTA had also made a point to reach out to businesses and those who needed to use curbside parking.

Commissioner Sheehy mentioned that Valencia Street was not currently safe and he was concerned about the lack of a sense of urgency to complete the project. He said that he had taken part in people-protected bike lanes and observed the traffic in the evening and the Transportation Network Company (TNC) vehicles that pulled over and did not care if there was somebody biking in the lane. He said it sounded like the implementation plan would take two or three years to be completed and in the interim people would be injured. He said he understood the need for loading zones but asked if other interests were more important than human life. He mentioned the protected bike lanes between San Jose Avenue and Randall Street and asked what was being done with the stretch over to Valencia Street.

Ms. Leung said the cross section of the roadway between 19th Street and all the way down Cesar Chavez Street was like the cross section between Market Street and 15th Street and that designs being looked at for one or both of those sections could be very similar.

Commissioner Sheehy asked if there was a way to accelerate the process.

Ms. Leung said she would look at it and check with management to see what could be done to fast-track the project.

Commissioner Ronen appreciated the SFMTA's interim steps with the protected bike lanes at certain points that did not affect parking and asked what the feedback had been regarding these measures. She said she had received mixed feedback.

Ms. Leung said they had also received mixed feedback. She said there was initial excitement followed by operational concerns and that there were still vehicles that were choosing to pull into bike lanes. She said the feedback was being monitored.

Commissioner Ronen said if the interim measures were making matters worse, it would be better to remove the protected lanes until the full study was completed. She asked for an interim evaluation. She also said she was thrilled that Lyft responded to the letter she had sent to both Lyft and Uber, that asked them to drop off passengers on side streets. She said Lyft was doing a pilot project and geo-fencing between 16th and 19th Streets but had not seen data on how the pilot project was working. She had wished that Uber had done the same but noted attempts were still being made to push them to look at alternative drop off and pickup zones. She said District 9 advocated for the SFMTA to increase enforcement, which had quadrupled, but she did not know if the issue of double parking had improved. She said it would be nice to see interim evaluations with the three strategies working in tandem and to see if they were working while the pilot project was being conducted.

Ms. Leung said the project team was receiving the same data and would look to see what patterns, in terms of citations, had increased. She said the project team had made the effort to reach out to Lyft and had met with them twice. She said they had discussed their pilot project and were hoping to get a little more information once the pilot project concluded.

Commissioner Ronen said that while the city awaits the pilot project to conclude, every tactic should be used to improve the safety issues on Valencia Street. She said the issues were serious and that she wanted all possible tactics to be evaluated in the interim.

During public comment, Mark Roest, creator of design earth, said that he had created a design for an elevated bicycle midway that would go from north to south Santa Cruz and mentioned how inexpensive it would be to bring elevated bicycle guideways to San Francisco.

Kristen Leckie, community organizer at the San Francisco Bike Coalition, gave her support for the project and thanked Commissioner Sheehy for working with the SFMTA on the proposal and implementation of the plan. She said the San Francisco Bike Coalition was encouraged with the project team's public outreach and multilingual staffing. She said the real test would be the upcoming public workshops, that would allow the public to share their opinions, but mentioned that members of the San Francisco Bike Coalition had expressed excitement for future safety and traffic improvements on Valencia Street.

13. Progress Report for the Van Ness Avenue Bus Rapid Transit Project -- INFORMATION

Peter Gabancho, SFMTA Project Manager, presented the item.

Commissioner Stefani asked for an explanation regarding an article in the San Francisco Examiner about unexpected old city infrastructure under the street causing a delay. She also asked when planning for projects in the future if there was a way to detect underground structures before digging.

Mr. Gabancho said that they discovered various underground infrastructure ranging from infrastructure that they knew about but were not located where they expected to find them or were entirely unexpected. He said an example of latter were remains of a retaining wall and tiebacks. He said that they were abandoned in place and did not show up on any of the drawings or any of the surveys. He said the project team had to identify whether they were still in use, who owned them and what process could be used to get around or through them. Mr. Gabancho stated that gas lines had been found that were more than 100 years old that ran down the length of the Van Ness Avenue and had laterals that went out to the blocks. He said most of them were abandoned but for safety reasons the contractor could not just start demolishing them and an effort had to be made to identify the original owner. He said if no owner was found they would

perform hot tapping and windowing to drill into the pipe and make sure there was nothing dangerous inside, before having it ripped out. He said unfortunately these processes took time.

Mr. Gabancho said the SFMTA was experimenting with a new technology to locate underground infrastructure called ground penetrating radar (GPR). He said GPR could identify infrastructure but could not show the exact depth or identify the materials. He said in some cases the GPR provided information, but other times was unable to distinguish smaller materials that were close in proximity.

Commissioner Stefani asked what the process was for notifying the Board and the public when underground infrastructure was located.

Kate McCarthy, SFMTA Public Outreach and Engagement Manager, said that since November 2017 the SFMTA had been regularly updating public officials with the latest project conditions and schedule delays. She said that a weekly forecast was published online, and members of the public could subscribe via email or text message to receive notifications. She said a quarterly newsletter was also mailed out to about 30,000 project neighbors.

Commissioner Stefani thanked the SFMTA for its public outreach and for its responsiveness to questions.

Chair Peskin asked if the website or email address to receive project updates could be shared with anyone who was watching the live feed of the meeting.

Ms. McCarthy said that members of the public could visit <https://www.sfmta.com/projects/van-ness-improvement-project> to receive project updates. She said members could go to the project website and on the right column of the website they could sign up for project updates. She said the construction schedule could be viewed on the upper right-hand corner of the website.

During public comment, Jackie Sachs said she was concerned about the senior disabled community along the corridor and wanted to know if the project managers had approached the senior disabled community. She said there was a city-wide council made of all the senior disabled buildings in the city and suggested that the project managers contact the council.

14. Late Night Transportation Working Group Phase II Final Report – INFORMATION

Ben Van Houten, Office of Economic and Work Development Business Development Manager, and Colin Dentel-Post, Senior Transportation Planner, presented the item.

Commissioner Fewer said this was an issue that she had been interested in because women had informed her that they did not feel safe riding on Muni at night and noticed many times they were the only women on the bus. She said she did not see any data points addressing the issue and that if the goal was to get people to take public transportation during off hours or at night, then it needed to make women feel safe on public transportation.

Mr. Dentel-Post acknowledged that it was an important data point and mentioned that the project team had spoken with transit operators about whether there were ways to look at safety data in the late-night period. He said it had been challenging because it was a regional system and there were a lot of different agencies that collected data. He said some operators had incidents on the transit vehicle, but other incidents occurred while on the street waiting for the bus and were not associated with the transit vehicle. He said that there were limited numbers of incidents in quantity because of the relatively few riders during the late-night period. Nonetheless, he finished by saying that this was an issue that the project team would continue to discuss.

Commissioner Fewer said the issue was based on perception and how woman felt taking Muni at night. She said addressing the issue would encourage people to take public transportation and would deter them from taking TNCs. She said she would like to see some data on what women were really feeling about taking the bus at night. She mentioned that she met with Director Reiskin and received preliminary data points, but they were not broken down by gender.

Commissioner Safai recommend that someone from the Labor Counsel be invited to join the working group and was not sure if the report reflected the high number of service industry workers. He said that he had spoken with the janitors' union and District 9 and 11 residents about the need for late-night public transportation services. He said there were about 4,000 workers in the downtown core and the clear majority were women He said it would be great to have someone represented from the Labor Counsel to help inform the working group.

Mr. Van Houten said that the Labor Counsel was represented during the initial stages of the working group and that as the project moved forward it would be important to reengage with the labor side.

Commissioner Stefani echoed Commissioner Fewer's sentiments and mentioned that she received a message from a constituent about an intoxicated individual who was threatening a woman. She said the women stated that the bus driver could not or would not stop the bus or call the police. She said public safety for women on public transportation needed to be considered.

During public comment, Jackie Sachs said she was a member of the working group and had asked the project managers to examine the schedules from 2002 and look at how often and how regular the buses ran. She suggested that someone from the Board talk to veteran drivers who could speak on the importance of having late night bus service.

15. Discussion of the San Francisco County Transportation Authority's Board Meeting Structure – INFORMATION

Chair Peskin said he proposed returning the Board meeting structure a Finance Committee and Plans and Programs Committee structure because of the difficulty in getting all 11 Board members together twice a month. He said the staff would bring forward a structure that would have a full Board meeting once a month, with two committee meetings in the intervening weeks.

Commissioner Fewer said she liked the current format and enjoyed hearing comments from her colleagues on items that did not directly affect her district. She said she liked to hear the opinions of the full Board on projects and where money should be allocated. She said there had been issues regarding timeliness and loss of quorum but asked if the Board would be amenable to staying with the current format. She noted that she was new and that it was the only meeting structure she knew, but she was okay with it.

Commissioner Tang said she like the current format and suggested shortening the meeting agendas. She mentioned that the committee structure also had attendance and quorum issues and that structuring the agenda differently could help.

Commissioner Safai said he preferred the full Board meeting structure and mentioned that it was difficult to completely grasp agenda items when the Board used the committee structure. He agreed that the agenda was a bit to long and could be shortened but would like to keep the current format.

Commissioner Yee preferred the current format because it prevented duplication of discussion from committee to Board.

Commissioner Ronen said that when she put the item on the agenda it was not necessarily to restructure the meetings but to highlight the quorum and tardiness issues. She said she felt particularly bad for the members of the public who were waiting to testify on items which eventually were continued to a later meeting. She said she was fine with either structure and asked the Board to make a commitment as commissioners to arrive on time.

Commissioner Cohen asked if the day the Board meets could be changed.

Commissioner Kim mentioned that there were Board of Supervisor committee meetings on all other days of the week and that would make it difficult to change the meeting days.

Chair Peskin said he would work with staff to shorten the length of Board meetings and asked Board members to do everything in their power to arrive on time. He said if there was no objection he would reverse his earlier statement and continue the current Board meeting structure.

There was no public comment

Other Items

16. Introduction of New Items – INFORMATION

There were no new items introduced.

17. Public Comment

During public comment, Alex Lantsberg spoke in support of the SFMTA's pilot program to convert diesel buses to zero emission buses. He submitted a letter to the Board that detailed additional steps that the SFMTA needed to take. He asked the Board to provide leadership and help expedite the pilot program. He said San Francisco had been a leader on clean energy and clean transportation technology for a long time and was looking forward to that continuing.

Jack Fleck, retired transportation engineer from the SFMTA, said he was a member of 350 Bay Area and Climate, an activist group working towards reducing greenhouse gases. He spoke in support of Muni's effort to electrify the bus system but was disappointed that the 2007 goals of Proposition A to convert to zero emission buses and eliminate greenhouse gases had still not been fulfilled. He said electric buses would be a big savings for the city, and he was in support of the Board's efforts to help get that done.

Brad McMillian said he had a company that designed and manufactured electronics primarily for the electric power industry. He addressed support for migrating to an all-electricity transit system and spoke of the rapid advances in clean energy technology, solar panels, utility skill wind farms, electric cars, and capacity batteries. He said the technologies were being created in response to the problems caused by the burning of fossil fuels and global warming. He said for San Francisco a recent article published in a newsletter stated that the entire city could be completely powered by an offshore wind farm with only 363 turbines and that cleaner technologies were superior. He said it was in the best interest of the citizens of San Francisco both present and future to migrate to a transit system that operated with electricity as soon as possible so it could be seamlessly integrated with the cleaner energy sources of the future.

Emily Heffling, outreach coordinator for the Union of Concerned Scientists, was encouraged by the SFMTA's commitment to move forward with the zero-emission bus project and urged the Board to take seriously the need to convert Muni's fleet to 100% zero emission as soon as possible. She looked forward to working with the Board to provide clean buses and air to San Francisco residents.

Paul Cort, an attorney with Earth Justice, said the ownership for battery electric buses was now lower than the cost of ownership for any combustion-type bus and that California's H-fit program now offered \$150,000 vouchers for each battery electric bus purchased by a transit agency. He said that alone made the cost lower than the cost for diesel hybrids. He said the city would not only save money on fuel costs by switching to electricity but could actually make money because the state's low carbon fuel standards paid up to \$9,000 per bus per year in incentive funding. He said infrastructure costs were subsidized by the state and by local utilities, but that funding was not going to be available indefinitely and so delays on the part of Muni in making this transition faced the risk of foregoing available opportunities.

Jackie Sachs spoke in favor of the committee meeting structure.

At the end of public comment, Chair Peskin asked Transportation Authority and SFMTA staff to discuss the issues raised during public comment. He said Director Chang would follow up with Director Reiskin and he was interested in seeing the electrification of Muni buses take place.

18. Adjournment

The meeting was adjourned at 11:17 a.m.